I'm Tommy with Hammond Lumber Co.

"Read my story!"

I'm Tommy with Hammond Lumber Co.

"Read my life story!"

"I was built in Portland, Oregon's west-side by the Mallory Co. in 1912, so at this time, I'm celebrating my 100th birthday!

"In the spring of 1912, I was loaded on a barge with two Willamette steam donkeys, many miles of cable, and all mention of heavy rigging for a trip downriver to Kelso, WA. We were all going to be employed by the Hammond Lumber Co. who had just purchased three sections of timber on Mt. Brinyon in the Coweeman watershed, to supply logs to their mill in Astoria. I am referred to as a lead block because in the days of ground lead logging, it was my job to lead the logs on the path of least resistance. I'm commonly known as a "Tommy Moore" block.

"After the Mt. Brinyon timber was logged, we went on to Oak Point, WA; then to Rainier, OR; and then back to the Coweeman to finish on Mulholland Creek in 1928. This last job used the Coweeman and a splash dam on Mulholland Creek to get the logs to market, as it was too far for the company to build a railroad.

"As the last logs were splashed down the creek and out the Coweeman excitement was building in anticipation of the move to the new job. Moving was always an exciting time, and I played a very important part, out ahead of the donkey with its mainline passing through me to steer it on its proper course.

"After a few weeks we began to worry and after a few months it became apparent that we were not going anywhere. We had been abandoned. Five steam donkeys and all the rigging were not going to "that new job". That really hurt after 16 years of faithful service by most of us.

"About 24 years later, a salvage company came in and hauled out everything they could find for scrap. Somehow they missed Big John the Bullblock, Speedy the Standing Skyline Carriage, and me. So we three slumbered on in the wilderness while a new forest grew over us.

"Then, in the summer of 1968, 40 years after being abandoned, and under a thick layer of forest duff, I was suddenly jarred awake by a steel blade pushing me on a collision course with Speedy! When we collided I was forced up on top of him, then the blade hit Speedy's side plate, bending him badly. The machine stopped and the operator got off the D8 cat to take a look. That operator was Doug Sweet with his crew, building road for Weyerhaeuser up Mulholland Creek. I expected to be pushed out of the right of way and rejected, but to my surprise Doug seemed to take a keen interest in all three of us, and it was not long before we were taking that long awaited trip out of the wilderness. But to what fate?! Were we headed to the scrap yard, and then to the furnace? But luck was with us as Doug took all of us to his home on Allen St. in Kelso, WA, less than a mile from where my career had started.

15.114.001

"For the next 35 years Speedy and I enjoyed the hospitality of Doug and Judy Sweet. They took good care of us, with Doug moving us around the yard propping us up for display. Meanwhile, our buddy Big John found a new home as a mailbox stand on the Coweeman Upper Rose Valley Road, on ground we logged together in the early 20's.

"Bob Zumstein, Sr., from Woodland got word that Doug might be willing to let Speedy and I go to a new home if an appropriate one might be found. I felt confident that Doug would not let me go to someone who might sell me for scrap, because he knew our historical value. Zumstein came to visit us, looked us over, and carefully asked Doug a lot of questions to get my history. Then they retired to the shade and had refreshments, all the while talking and pointing at us. Then they got up and shook hands. That's when I knew Speedy and I were going to a new home.

"Upon arriving at the Zumstein Family Farm I was put right into Bob's shop where I was disassembled and vigorously cleaned. Repairs were made to my shaft and bearings so that after 83 years my sheave freely turns. He then mounted me on this spool and left me in my work clothes as we agree I show best that way. Sorry about my missing ear but it helps tell the story about how hard I worked and the abuse I sometimes endured.

"My buddy Speedy made a visit to DZ and Family Machine Works in Woodland, WA where he was put in a 100 ton press to straighten his badly bent side plate. Then he went to the Zumstein Park where he now hangs on a standing skyline, with all the rigging for proper display.

"In my hundred years, this job at Woods Logging Supply is the best I could have hoped for! It's warm and dry, and everyone who comes in notices me, pats me, turns my sheave, and sometimes reads my life story. That's the best! My next 100 years, I hope to spend in museums, logging shows, stores or wherever logging history is appreciated. It sure beats lying in the wilderness for 40 years!"

–Tommy

In writing Tommy's story, I have tried to bring life to this well-worn piece of history whose previous owner was the Hammond Lumber Company. Dates and locations of their operations on the lower Columbia River are approximate only to the best of our knowledge. I want to thank Doug Sweet of Kelso, WA for saving this old piece of equipment from going to the scrap yard. Also, thanks for his input on the history of the Hammond Lumber Company and their extensive logging operations in the Coweeman watershed. I want to thank the staff of the Cowlitz County Museum who searched for information and provided pictures of said company. A thank you also goes to the Astoria Heritage Museum and staff who were very helpful in regard to the big sawmill Hammond operated in Astoria until it burned down in September of 1922. Lastly, I want to thank my granddaughters; Megan and Elizabeth Zumstein for typing this up, and Amy Zumstein for taking the front cover photo.

- Bob Zumstein
Woodland, WA
May 2012

Hammond Lumber Co. train
in Boise Valley before 1912.

Included in picture

On locomotive Engineer Charlie Westerly
Dan Cummins
Roy Huntington

Standing By log George W. Phillips
" on back " on Bunker Dr Boone Phillips
Standing on Cog. Roy Kiser
Jesse Fleetwood
Tom Cunningham

Sitting - Louis Nye
Jim Comer (married Lora Nye
Ray Carpenter

Standing on front Bunker unknown

Z0013528

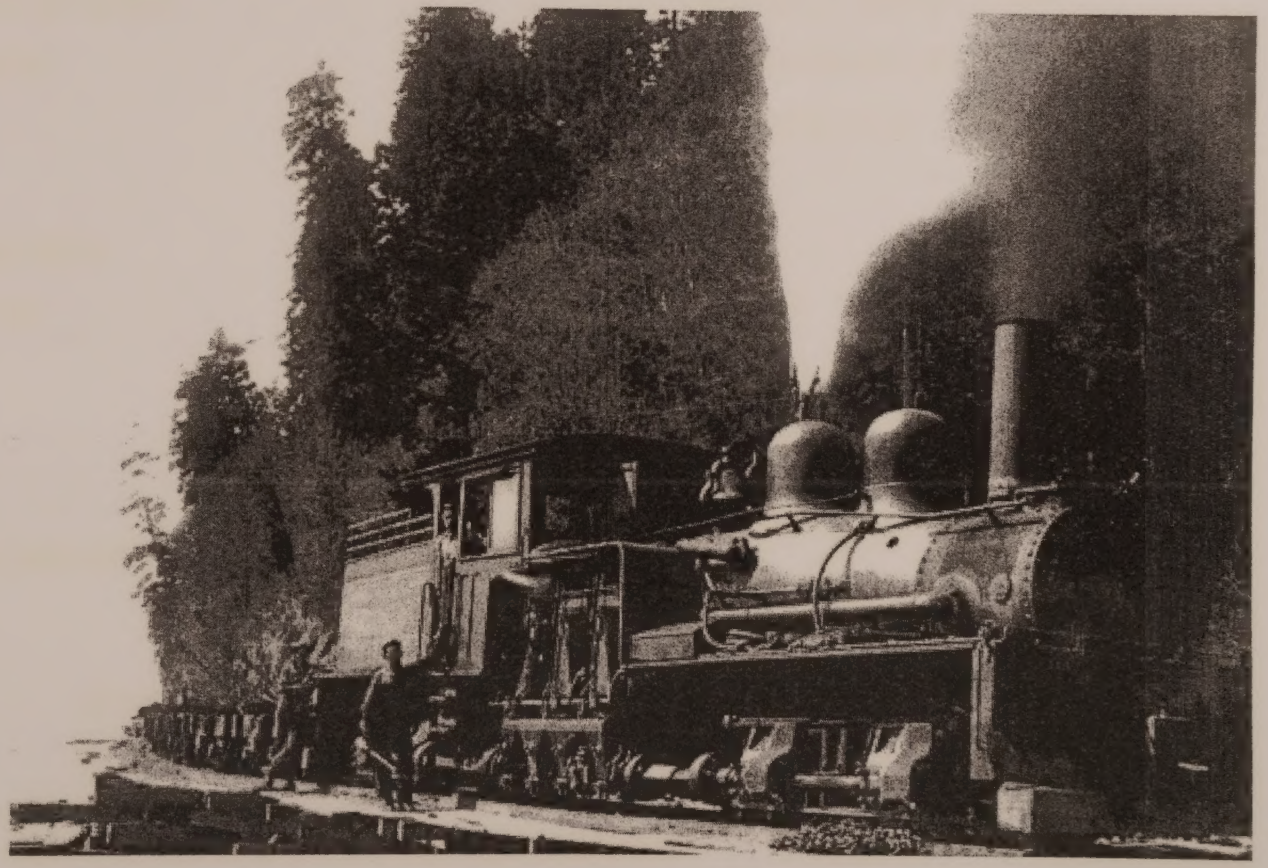
Sixteen men on a Hammond Lumber Co. train in Rose Valley, before 1912.
Written on the end of one log on the train is Tongue Point Lumber Co., Shanghai

Prior to the name Rose Valley, the community was referred to as Shanghai. As the community grew tamer, a more respectably name was sought after and Rose Valley filled that need. The railroad grade into Rose Valley from the Northern Pacific Mainline went up Owl Creek and is now the Rose Valley Road. Apparently, the Tongue Point Lumber Co. was contracting with Hammond's Railroad to haul their timber to the Columbia River for their mill at Tongue Point.

Bob Barr's logging equipment being moved up the Coweeman River

Even though Bob Barr was our competitor, I used the previous photograph to show how we all moved in those times. They are on the moving road that extended up and down the river. When the canyon narrowed the river became a road. In this picture all eleven donkeys are tethered together with their mainlines. The horse team would pull the mainline of the lead donkey ahead several hundred feet and anchor it to a stump or tree. Then the donkey would pull itself up to the anchor. Then donkeys number two and three would pull ahead and they became the anchor for those following. Again the team would pull out line on the lead donkey to a new anchor and the process repeated. At the end of a ten-hour day we might have move a mile and a half if it was easy going like in this picture. So it was not unusual to spend a week or more moving to a new job.

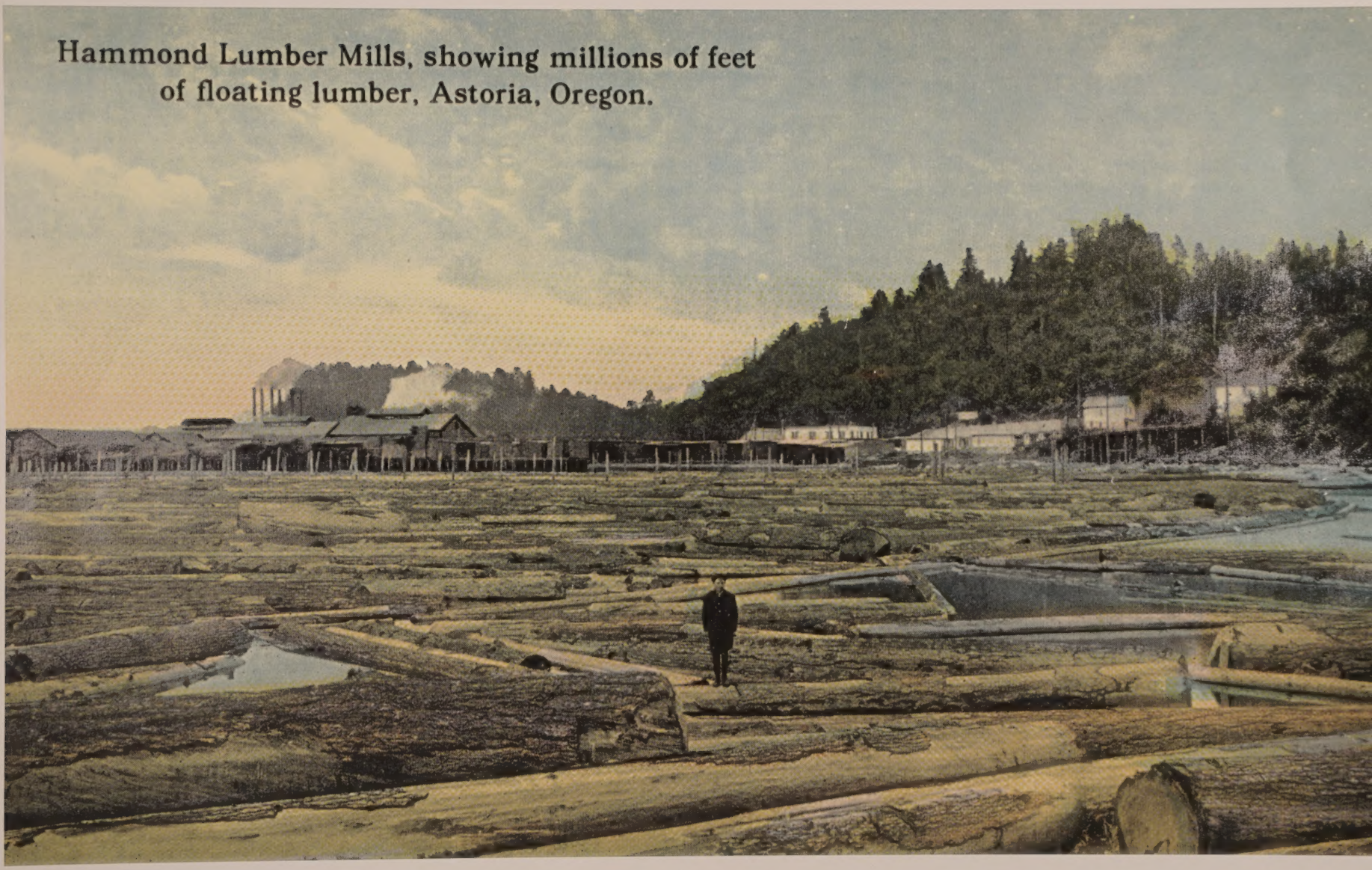
This description should explain why we were abandoned so far up the Coweeman in 1928. With no railroad, the sleds on the donkeys completely worn out from the long move up to Mulholand Creek, and the sad condition of the rigging like myself, we were not worth what it would cost to move us out. Since I know nothing about saw milling, I will let my owner Bob Zumstein explain the pictures of our sawmill in Astoria, Oregon.



A Hammond Lumber Company log dump at Oak Point c. 1908-1910

Statistics for the Hammond Lumber Co.
Kelso, Washington Logging Operations

- Daily output of 200 thousand board feet
- Two sides
- 130 men
- 5 donkey engines
- 1 Lidgerwood Skidder
- Machine shop
- Commissary
- Electric light plant
- Camp telephone via Kelso
- Manager George B. McLeod
- Superintendent A. R. Baker
- Master Mechanic Herbert Berg
- 12 miles standard gauge track
- 60lb. Rail
- 3 geared locomotives
- 54 sets of disconnected trucks
- 2 flat cars
- 2 moving cars
- 3 tank cars
- 2 speeders
- Maximum grade 5 %
- Maximum curvature 22 degrees
- 2 dint shovels (1 steam, 1 gas)
- Office in Portland, Oregon



Hammond Lumber Mills, showing millions of feet of floating lumber, Astoria, Oregon.

1918- (Foreground) New housing for employees (Right) office (Far right) long building, probably the cookhouse. (Background) The dock. Two ships are loading and two are at anchor waiting to load. (Right foreground) Team with wagon headed back to Astoria for more supplies.

The Hammond Lumber Company Sawmill was located about one-half mile east of Astoria, Oregon and west of Tongue Point on the Columbia River. I found viewing this series of pictures to be very interesting and sad as they shows a mill in transition from old style to new, as well as the shipping of its products from sailing ships to steam powered craft.

1920- Directly behind the office is the new planner shed. (Left) A new elevated tramway without the lumber crane yet. This would be a big improvement in moving lumber to the dock faster, more efficiently, and safer.

1922- (Foreground) A more modern office. (Right) New tramway to serve the east side of the mill and out on the dock. A new water tower, probably for fire protection.

It's pretty obvious that the owners are planning long term for their sawmill and employees, as they seem to be updating everything. The pictures don't show all the new equipment that must have been going into the mill itself and all the while continuing to produce and ship lumber. Just as they are wrapping up their major remodeling projects along comes disaster

September 11, 1922 "A Sad Day"

It appears that a slight east wind is blowing. Coupled with the driest time of the year and all wooden structures, it must have been impossible to extinguish. Notice the lumber crane (Center) on the end of tramway trying to keep out of the fire. How must these men have felt as they gathered in groups to watch helplessly as their livelihood and way of life was being consumed by fire, never to be rebuilt.

This photo shows a Tommy Moore block in use. The young man is stationed here to pass the chocker around the block.

The Tommy Moore block allowed the rigging to be pulled through the block after the chokers were unhooked, then hooking the chokers back up to the rigging allowed the log to be turned and then pulled in a different direction.

Diamond "M" Butt Chain Lead Blocks

This is my brother with a different shackle.

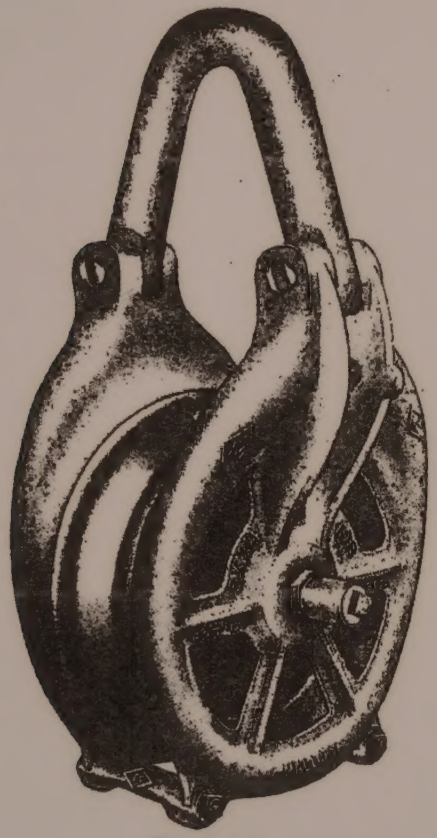


Figure 198

SPECIAL "TOMMY MOORE" BLOCK

(Patented)

Constructed for Severe Service

24x8" Manganese Steel Sheave
Rolled Pattern Steel Sides with Extra Large Lugs Re-inforced by Heavy Vertical Ribs
3½" Tool Steel Shackle and Tool Steel Shackle Pins
With 3½" Hardened Steel Center Shaft having 10" Bearing

PRICES

Number	Sheave	Weight	With	List
198	24 x 8 inch	820 lbs.	Manganese Steel Sheave.....	$150.00

EXTRA PARTS

Tool Steel Shackle, 3½" dia.	$26.00
Pair Steel Block Sides.	55.00
Hardened Steel Center Shaft, complete	9.00
Oil Cup and Nut with Lock Washer.	2.00
Half Nut.	.75
Bronze Bushing.	13.50
MANGANESE STEEL SHEAVE, bronze bushed.	68.50

Information from a 1915 Mallary Company Catalog

"Tommy Moore" Turns 100

By Bryan Penttila

A vestige of Pacific County's past can still be found in many of the high-lead logging operations of the Pacific coast. It is an oversized pulley, or block, with a specially designed wide sheave and yoke first conceived in the woods along the north bank of the Columbia River below Knappton, Washington by an astute young logger named Henry Hoeck. Now entering its 100th year of use, the block and its many design variations, simply known as the "Tommy Moore," are a testament to the ingenuity and resourcefulness of the areas early loggers.

Time is money as the old adage goes and Henry Hoeck was not making much of either on his logging show a few miles below Knappton in 1902. He had five million board feet of choice Douglas Fir to harvest-skidding the logs out of a large canyon to a ridge top where they were sent shooting down into the Columbia in a chute some 1,000 feet long. This being a time before spar trees and high-lead rigs, Hoech was slogging his logs out of the canyon

Believed to be Henry Hoeck's logging operation at Hungry Harbor near Knappton in 1902. Sigurd Hansen collection. PCHS #10-22-85 (8)

roughly 2,000 feet in a V-shaped trough made of long slender logs called a pole road. Known as ground-lead logging, it was the standard operation procedure of the day.

There was a problem however. Near the top of the ridge where the pole road made a turn toward the steam donkey, a great deal of time was being lost having to pass the butt-rigging around the traditional lead block every time a log came in and the rigging went back out. Previous attempts to use a tree roller had also failed, serving only to chafe and jagger the line. Out of sheer necessity, Hoeck conceived a new lead block with an opening wide enough for the choker and butt-rigging to pass through. This way, both the butt rigging and choker could pass through the block on its way out and on the way in with a turn the choker could simply be passed around the block.

To make his concept a reality, Hoeck turned to one of the most capable men around, Astoria blacksmith Alex Bremner. The Canadian-born blacksmith built the block following Hoeck's wooden pattern. Bremner used three-quarter inch thick boiler steel to craft a frame to house the sheave which was cast by Astoria's Scow Bay Iron Works. When complete, the monstrosity had a sheave nearly seven inches wide, some twenty inches in diameter, and weighing it at around 600 pounds. Hoeck later recalled, "I think [it] cost me about $40."

Once complete, the huge block was delivered to Fisher Brothers' dock for shipment to Hoeck's camp. A crowd of several hundred onlookers showed up to view the new contraption. Despite the naysayers' predictions, the block was safely loaded on the steamer and taken across the Columbia River to his camp. Although the first block lacked brass bushings and an adequate lubrication system, it worked perfectly. When Hoeck installed the block he had already logged about one-fifth of his holdings. "The use of the block so facilitated the operation," he noted, "that it did not take a great while to cut out the remaining four million feet."

By 1903, Hoeck had moved his operations to Frankfort. He made the necessary improvements to his original block and even had several more made. At least one camp in Washougal also used the wide-mouthed lead block of Hoeck's design. He continued to log at Frankfort until 1904 at which time he opened a camp at Smith's Basin near Coos Bay, Oregon. He would later return to the Lower Columbia region to manage several large operations, including Brix Logging Company at Holbrook, Oregon for his brothers-in-law, Asmus, Albert, Anton, and P.J. Brix.

Henry Hoeck never applied for a patent on his design and for some time it remained an orphan. It was not until and enterprising blacksmith named Tommy Moore produced and marketed the Tommy Moore bull block that its use became widespread. Soon block makers everywhere offered a version of the block.

Source: "Evolution of the 'Tommy Moore' Block." The Timberman, May 1929